Mr. GURUNATHA KRISHNA NADIGAR.—How long have the proposals been pending sanction?

Mr. H. B. GUNDAPPA GOWDA.—Notice.

Mr. GURUNATHA KRISHNA NADIGAR.—Could it be that, because the establishment has not yet been sanctioned, the District Board is keeping, in *amanath*, the share of the shandy income payable by them to the panchayat?

Mr. H. B. GUNDAPPA GOWDA.—The District Board is not keeping any money with it in *amanath*. All the income realised from shandy is remitted to the taluk treasury for being kept in *amanath* to be spent later for the purpose for which it is intended.

Mr. GURUNATHA KRISHNA NADIGAR.—Will the proposals for the special establishment be sanctioned early?

Mr. H. B. GUNDAPPA GOWDA.—We shall try.

Another MEMBER.—Because there is no staff at present, will the moneys now kept in suspense be refunded to the concerned panchayat?

Mr. H. B. GUNDAPPA GOWDA.—No. It will be kept by for being spent in future after the establishment is sanctioned.

Reduction of Seat Tax and Renewal of Licences beyond 5-year Limit in the Case of Buses plying over Short Distances.

Q—70. **Mr. G. ABDUL SATTAR** (Hoskote *cum* Devanahalli *cum* Anekal, Mahomedan—Rural).—

Will the Government be pleased to state:—

(*a*) the total number of service buses plying for hire in the State;

(*b*) the number that plies along fixed routes within a distance of 20 miles, between 20 to 40 miles, 40 to 60 miles, 60 to 80 miles, and above 80 miles;

(*c*) the service tax levied per seat;

(*d*) whether it is true that there is a rule that buses plying for hire should be replaced by fresh ones every five years;

(*e*) the principle under which buses plying over long distances and those plying over short distances are condemned simultaneously without distinction?

A.—**The SECRETARY to GOVERNMENT, LAW DEPARTMENT (Mr. H. V. Narayana Rao).**—

(*a*) 667 inclusive of 7 spare buses and 68 buses plying in Bangalore City.

(*b*) Services plying less than 20 miles ... 77
" Between 20 and 40 miles ... 171
" " 40 and 60 miles ... 168
" " 60 and 80 miles ... 67
" plying above 80 miles ... 109

(*c*) Rs. 7-8-0 on buses plying solely within a municipality, Rs. 7 on I class routes, and Rs. 5-8-0 on II class routes.

(*d*) Under Rule 4-A of the Public Service Motor Vehicles Rules, no permit is to be issued for a bus or lorry more than 5 years old from the date of original registration.

(*e*) The 5-year limit marks the maximum beyond which a vehicle usually becomes unfit to be used. Vehicles plying longer distances and those which are badly maintained are likely to be condemned much earlier during periodical inspections. In special cases where the condition of the vehicle is certified to be good on inspection, its use is being permitted, even after the expiry of 5 years.

Mr. G. ABDUL SATTAR.—That different rates of service tax are charged is noticeable from the answer (*c*). Is this difference in rates based on the distance covered by the buses?

Mr. H. V. NARAYANA RAO.—No.

Mr. G. ABDUL SATTAR.—Then, will it not be unfair if the same rate of service tax per seat is levied on two buses, one of which plies only over short distances while the other covers a long distance, every day?

Mr. H. V. NARAYANA RAO.—The tax levied is with reference to routes, *i.e.*, whether the bus plies over a I class route or a II class route, and not on mileage basis.

Mr. G. ABDUL SATTAR.—Cannot buses be reclassified, for the purpose of the tax, according to the mileage covered each day?

Mr. H. V. NARAYANA RAO.—Seating tax and mileage cess are quite different from each other.

Mr. G. ABDUL SATTAR.—Is there no difference in the wear and tear of parts of a bus plying only over short distances and another which plies over long distances? If there is, why should a bus of the former category be condemned after 5 years simultaneously with a bus of the latter kind?

Mr. H. V. NARAYANA RAO.—The general rule is that a bus should be considered unfit for use after 5 years. But even after 5 years a vehicle can be permitted to be used provided it is certified after inspection to be in good condition.

Mr. M. SEETHARAMA SASTRY.—Have any complaints reached Government that many bus-owners have not kept up their buses in good condition?

Mr. H. V. NARAYANA RAO.—No.

Mr. M. SEETHARAMA SASTRY.—Licences in many cases do not seem to have been issued after proper inspection. Several buses are allowed to ply though they are not in a fit condition. Cannot something be done to rectify the matter?

Mr. H. V. NARAYANA RAO.—When the Motor Vehicles Bill which has been before the House becomes law, the mater will be rectified.

Mr. M. N. JOIS.—Consequent upon the recent petrol rationing, buses are plying only on alternate days, and therefore the income from buses has correspondingly gone down. Should not the seat tax be reduced correspondingly?

The MINISTER for LAW (Rajaseva-prasakta A. V. Ramanathan.)—A special representation has been proposed for discussion, praying for reduction of mileage cess, etc. The member can raise this question also in the course of discussion in that connection.

Mr. T. M. KHAN.—It is stated in the printed answer (*a*) that there are seven spare buses plying for hire. Is the same rate of seat tax levied on those spare buses also?

Mr. A. V. RAMANATHAN.—No. Only half the rate is charged.

Mr. T. M. KHAN.—If a bus plies a longer distance, the working expenses will be cheaper than if it plies a shorter distance. Since the income also in the latter case is less than in the former, should not the seat tax in the case of the latter be reduced?

Mr. PRESIDENT.—A special representation to the following effect is proposed to be taken up for discussion to-morrow:—

"It is prayed that the Government may be pleased to fix the maximum rate of bus fare at 6 pies per mile throughout the State and the seat tax and the road cess may be collected in proportion to the number of days and the distance a vechicle is permitted to run."

The points now urged by the members can as well be placed before Government in the course of the discussion on that representation.

Mr. T. THIMMARAYAPPA.—Without reference to the mileage covered by a bus each day, a period of 5 years has been fixed as the limit after which the bus is considered to be unfit for use. In respect of buses plying every day over short distances cannot the period be extended?

Mr. H. V. NARAYANA RAO.—As stated already, the period may be extended even after 5 years.

Mr. A. V. RAMANATHAN.—Granting permission to ply after the expiry of 5 years depends upon the report of inspection of the condition of the bus. The Board itself may grant the required permission once, twice or even thrice. And on the Board's decision an appeal to Government also lies. It is nowhere stated that no extension should at all be given. In fact, due to non-availability of motor vehicles on account of the war, extensions are being given by the Board freely.

Mr. T. THIMMARAYAPPA.—The rate of tax levied on the basis of seating capacity is weighing too heavily on the bus owners. Will it be reduced?

Mr. A. V. RAMANATHAN.—The rates are fixed in the schedule appended to the Act itself and have been in force for a long time. So they stand. If, however, in particular cases any concession is called for, that becomes a separate matter which may be considered according to the merits of each case.

Mr. K. VENKATARAMIAH.—Are motor vehicles paying municipal or other tolls?

Mr. A. V RAMANATHAN.—If they pay mileage cess, no toll is levied.

Mr. K. VENKATARAMIAH.—Is it not in lieu of toll that service tax is levied ?

Mr. A. V. RAMANATHAN.—Yes.

Mr. K. VENKATARAMIAH.—On account of buses using district board roads, do the boards get any share of the receipts from seat tax ?

Mr. A. V. RAMANATHAN.—All the collections are credited to the Road Fund first and then the share of each district board is allotted.

Mr. K. VENKATARAMIAH.—Previously, only one kind of cess was being levied on motor vehicles and a certain portion of the collections therefrom was being given to each district board and municipality. Subsequently, the burden of taxation on motor vehicles was increased. Are the district boards and municipalities getting any extra income as a result of the enhanced rates ?

Mr. H. V. NARAYANA RAO.—Notice.

Mr. M. SUBBAIYA.—Who inspects the buses ?

Mr. H. V. NARAYANA RAO.—Inspectors are appointed for each district. They submit reports to the District Magistrates and on their recommendation the Traffic Board passes orders.

Mr. M. SUBBAIYA.—Whatever the Inspectors say in their reports will also be the final decision, is it not ?

Mr. H. V. NARAYANA RAO.—No. They merely give a certificate as to the condition of each bus.

Mr. M. SUBBAIYA.—Then, is there anybody to scrutinise the certificate granted by the Inspectors ?

Mr. H. V. NARAYANA RAO.—There is a Senior Bus Inspector at Bangalore. If there is doubt in any case, he will be sent to inspect the bus again and check the certificate given by the Inspector.

Mr. M. SUBBAIYA.—Has the Senior Bus Inspector at any time been so sent ?

Mr. H. V. NARAYANA RAO.—Certainly.

Mr. M. SUBBAIYA.—And has he reported at any time that buses were wrongly certified by the Inspector ?

Mr. H. V. NARAYANA RAO.—I cannot go into such details during question-time.

Mr. M. SUBBAIYA.—All that I wish to urge is that Inspectors' reports should not be taken as gospel truth.

Mr. H. V. NARAYANA RAO.—That is not being done ; and that is exactly why I said that whenever any doubt is felt, the reports or certificates are got scrutinized.

Anecut across the Thunga River near Sakrebyle.

Q.—75. **Mr. Kadidal MANJAPPA** (Tirthahalli—Rural).—

Will the Government be pleased to state :—

(*a*) whether they have decided to construct an *anecut* across the Thunga River near Sakrebyle in Shimoga District ;

(*b*) if so, whether an estimate therefor has been prepared ;

(*c*) the total expenditure involved according to the estimate ;

(*d*) the estimated acreage of lands that would come under cultivation according to this scheme :

(*e*) the taluks to which these lands belong ;

(*f*) the probable assessment that could be collected from the lands that could be cultivated under this scheme ;

(*g*) how many people have assured the Government to take up lands which will become fit for cultivation under the *anecut* ;

(*h*) as a result of this project how many acres of land in Tirthahalli Taluk would get submerged, the amount of compensation payable therefor, and the assessment that is being collected now from those lands ;

(*i*) whether they have consulted the people of Tirthahalli Taluk in regard to the construction of this *anecut* ?

A.—**The SECRETARY to GOVERNMENT, PUBLIC WORKS DEPARTMENT (Mr. M. G. Mehkri).**—

(*a*) The project is still under the consideration of Government.

(*b*) Yes ; a rough estimate has been prepared and the details are being got up.

(*c*) Rs. 52 lakhs approximately.

(*d*) About 27,000 acres.